

The Evening Herald

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Published daily except Sunday by
The Herald Publishing Company of
Klamath Falls, at 115 Fourth street.

Entered at the postoffice at Klamath
Falls, Oregon, for transmission through
the mails as second-class matter.

Subscription terms by mail to any
address in the United States:
One year\$5.00
One month50

KLAMATH FALLS, OREGON
FRIDAY, SEPTEMBER 29, 1916

WHO'S AFRAID? NOT HUGHES!

MR. HUGHES' speeches in Tennessee and Kentucky—where he first touched what in Bryan's language, might be called the enemy's country—demonstrated his courage, first, in the face of an audience which had been manifestly packed with hostile groups, and second, in the face of a situation which others had only the same day shown themselves to be afraid of.

Hughes held his ground against the hostile demonstrations of the galleries, and compelled them to listen to him.

Then, having forced their attention, he told them what he thought of recent demonstrations in the democratic congress, where reason had given way to fear, and where legislation without investigation had been forced from a cowardly majority, encouraged in their politeness by a democratic president.

The reaction, even from the hostile audience, was prompt and unmistakable. From the country it has been even more so. The thinking people of this land are of one mind over the humiliation of our legislative institutions during the consideration of the so-called eight hour law. They realize that much more is at stake in procedure of that kind than can be measured in the money cost of a strike or in the hardships which would follow a strike, or in the expense which the public must bear in paying the increased cost of transportation which the legislation involves.

They realize that if such things are possible now, and if such things are permitted to occur again, there is no hope for free institutions in this country, and that legislation and administration will henceforth be at the mercy of whatever organized group may see fit to menace congress.

They realize, too, that such things would not have been possible now but for the inexcusable interference of the president in the negotiations between the railroad men and the railroad managers. The president interfered from political cupidity in the first place; and he permitted the situation to get out of hand through political cowardice.

Hughes has shown that he is possessed by neither fear nor cupidity.

BRITISH TANKS ARE A FAILURE

CAPTURED CREWS NOW IN BERLIN SAY THEY CAN GO ONLY MILE AN HOUR, AND FORM A FINE ARTILLERY TARGET

United Press Service

BERLIN, via wireless to Sayville, N. Y., Sept. 29.—The widely heralded British "tanks" used for the first time in the Somme offensive of September 16, are a failure, the semi-official News Agency declared today, quoting the captured crews of the armored automobiles as authority.

The "tanks" could only advance at the rate of a mile an hour, and became excellent targets for German artillery.

Decision Is Protested

Following the recent decisions of the central court of justice in favor of Salvador in the claim of that government that the treaty granting naval base rights to the United States in Formosa Bay was unjust to Salvador, three of the five South American republics constituting the court having protested against the decision. The federal government refuses to consider that the decision can affect the rights acquired by the United States through the treaty with Nicaragua. Washington advises speak of danger of war by Nicaragua against Costa Rica, Honduras and Salvador unless the United States pays heavy indemnity to the latter three countries. United States cruisers have arrived off the east and west coasts of Nicaragua.



THE BLACK SPOT HE CANNOT RUB OUT.

The So-Called "8-Hour Law"

REMARKS OF
HON. CLIFTON N. MCARTHUR
OF OREGON

In the House of Representatives, Monday, September 4, 1916

Mr. Speaker, there is nothing in the so-called "eight-hour law" just passed by congress that in any way limits a day's work to eight hours. The measure in question merely provides for extra wages for certain classes of railroad employees who may work more than eight hours per day. It is therefore not an eight hour law, but a law for the regulation of wages. I am in sympathy with eight hour legislation, as my record in the legislature of my own state shows, but I do not approve of the measure just passed nor of the manner of its passage. I do not believe it is the function of congress to legislate as to the wages of employees other than those in the government service. In the passage of this law congress has invaded a new field, and has invited all laborers whose products are shipped in interstate commerce to come here and demand that their wages be increased. We have let down the bars for the admission of all kinds of disputes between capital and labor. We have created a precedent that will bring trouble not only to ourselves, but to future generations.

I hold to the belief that congress, in order to promote the general welfare has the right to legislate as to the length of hours that men may work in moving trains in interstate commerce, and I am ready and willing to consider such legislation upon its merits, but not as a subterfuge for something else. I question the authority of congress to fix wage schedules, and venture the opinion that the country does not approve of the law just passed—even if it be the means of averting the threatened strike. Furthermore, I am not sure that the railroad employees themselves desire to have congress fix the amounts of their compensation.

The American Federation of Labor, at its Philadelphia convention in 1914, adopted the following:

"The American Federation of Labor, as in the past, again declares that the question of the regulation of wages and the hours of labor should be undertaken through trade union activity, and not to be made subjects of laws through legislative enactment, excepting in so far as such regulations affect or govern the employment of women and minors, health and morals, and employment by federal, state or municipal government."

In other words, the forces of organized labor do not propose to surrender the power to fix wage schedules, but intend that it remain within the jurisdiction of the several unions.

This position was reiterated at the annual convention of the American Federation of Labor held in San Francisco last November, and was stoutly defended on the floor by Mr. Samuel Gompers, president of that organization. While the railway brotherhoods are not affiliated with the American Federation of Labor, it is highly probable that the rank and file of their members are of the same opinion. In permitting their chiefs to take this question into politics the brotherhoods have done the cause of labor incalculable harm, and in refusing to arbitrate their differences with the railroads they have struck down a principle which the federal government has been trying for years to establish, and which society accepts as the most helpful and equitable method of settling disputes between capital and labor.

I know hundreds of members of the various brotherhoods, and many of them are among my warmest personal friends. I can not believe that the rank and file of these splendid organizations approve of the methods employed to pass this bill.

The bill which congress has just passed is class legislation in that it recognizes less than 20 per cent of the railroad workers. The other 80 per cent—the switchmen, towermen, section hands, trackwalkers, shopworkers, agents and laborers—do not come within the purview of the bill. Why this favoritism? If the trainmen are entitled to more pay, how about the great army of hard-working men in the section crews whose backs are bent "day in and day out," under the strain of the pick and the crowbar? How about the poorly paid men in the switch towers, who share with the locomotive engineers the responsibility for the great loads of human freight? I am not an expert in transportation matters, but, according to my vision, we have enacted a rank piece of class legislation.

I do not pretend to say that the claims of the brotherhoods for an increased wage are unjust. I have no knowledge or information upon the subject, nor do I believe that half a dozen members of this body have more than a superficial knowledge as to the matter at issue. If the men are entitled to more pay, they should receive it; but the decision that grants the increase should be made only after a full examination as to all the facts. I wish to see every laborer in the country amply paid for his labor and services, but I object to seeing his wages fixed by legislation, particularly where there is no knowledge as to the justice of his claims.

Railroad officials tell us that the increased cost of operation to Amer-

ican roads because of the recent act will approximate \$60,000,000 per year. The brotherhood men admit that it will approximate \$20,000,000. The general public will likely strike a balance between these figures, but in any event, the increase will amount to many millions of dollars, which will come home to the American shipper—the farmer, merchant, stockmen, lumberman and manufacturer—in the shape of increased freight rates, which, in turn will add to the already high cost of living. In controversies such as we have just witnessed, the general public always bears the brunt of the burden and pays the bill.

The worst feature of the measure just passed was the manner of its enactment. The bill was rushed through both houses of congress without investigation or mature consideration, and practically without debate. It was rushed through under duress, under the threat of a great railroad strike. Congress had no opportunity to exercise its discretion or to say whether or not the demands of the brotherhoods are just. Congress cringed and crawled, debased itself, humiliated the country, disregarded the principle of arbitration, discredited organized labor, and made no permanent settlement of the great question at issue. Congress did, however, establish a precedent whereby any class of citizens—laboring, capitalistic, or other—may come here and, under threat of a strike or other situation involving the welfare of the country, demand hasty and improper legislation. In this respect congress has surrendered its sovereign law-making power, and has served notice on the country that government no longer rests upon the people's will, through their chosen representatives, but rather upon the demands of some class or group of citizens. It is a shameful spectacle to see congress thus violating the established tradition of the country and the priceless ideals handed down by our fathers.

If government is to be a thing of worth, it must not depart from fundamental principles, even in the face of expediency. Had our fathers acted the part of cowards and weaklings instead of holding to their cherished ideals and convictions, there would have been no Declaration of Independence and no emancipation proclamation. In the hasty consideration and enactment of this bill there was more concern, both here and at the White House, over the result of the next election than over the welfare of the next generation.

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MT LAKE LOCONIC

Wallace McClellan, who has been seriously ill with typhoid fever, is improving steadily.

Maurice Bryant and Roy LaPrairie of Klamath Falls spent Wednesday at the John Koontz ranch.

L. A. West, H. J. Lester, Herbert Phillips and Mr. Hill were visitors in Klamath Falls yesterday.

Mary West has been ill for some time.

A son was born Wednesday morning to Mr. and Mrs. Durkee.

Charles Steeman is busy hauling grain to Martin Brothers' mill. Threshing is just getting into full swing, and most of the work is to be done yet.

Down-and-Outers Repay for Help

United Press Service

KANSAS, CITY, Mo., Sept. 29.—Men in need are honest. Figures compiled at the Helping Hand Institute over a period of five years and revealed today show that nearly all helped tried to repay and that 71 per cent repaid in full.

When an out-of-work, out-of-a-home man applies to the helping fund for aid he is given a room and board until he can find a job. In some cases money is given. A very few have made off, according to "the hand that fed." Others paid back in part and 71 out of every 100 "paid in full."

Some in their return to good fortune make donations to the hand with which to help along other down-and-outers.

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